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Hongkong, August 1, 1901.

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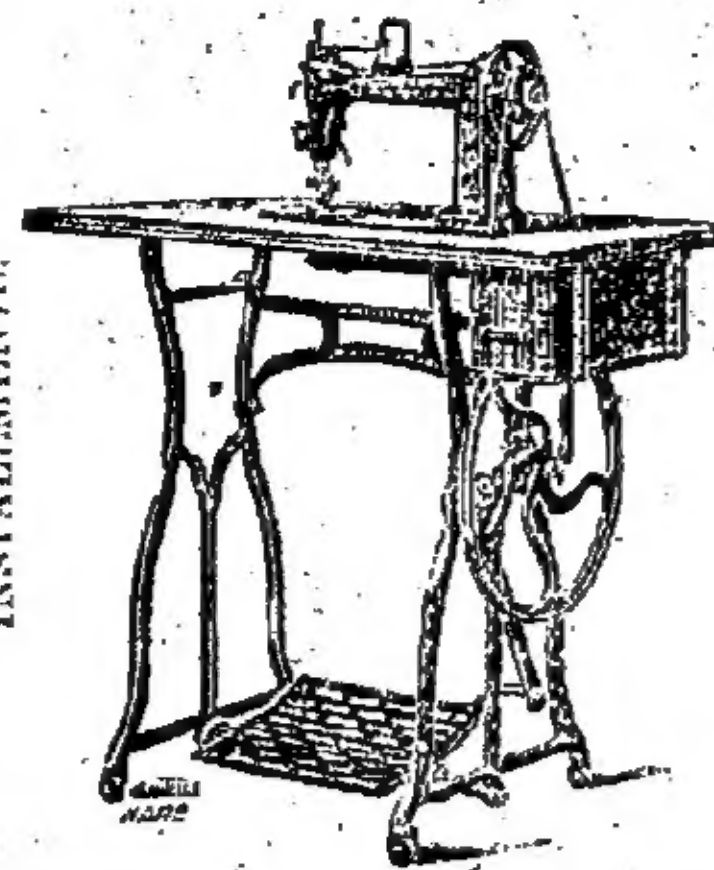
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and

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## WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,  
66, QUEEN'S ROAD CENTRAL.

were beaten in a big event, Trickett beat Gaudaur and some others, and later in the day these two in a double sculling boat were beaten by Conley and Haman. Next year Gaudaur went to work near St. Louis, and raced during the season, but was beaten by John Teemer in August, 1883. Later in the same year he finished third to Teemer and Hosmer, and was again defeated by Teemer. It was about this time that Mr St. John took him up, and for many years this good sportsman supported him, subsequently backing him against Beach on the Thames. Gaudaur had a good win July 4, 1884, at Boston, when he rowed the three miles with a turn in 21 minutes, 50 seconds. A few days later he was beaten by Teemer, with Haman third. During the season he was also beaten by Conley and Teemer, but he beat Hosmer in a match for £400 stakes, covering the three miles, turning course, in 20 minutes 15 seconds. In October of the same year Teemer allowed Gaudaur 5 seconds' start, and after a desperately hard race made it a dead heat. In the row off Gaudaur won, but a return match on even terms again ended in a win for Teemer, whose time was 20 minutes 13 seconds. At the same regatta, with Hosmer as partner, he won the double sculls race from Parker and McKay, with Teemer and Petersen third. July 4, 1885, Gaudaur won the sculls from Haman, Hosmer, and others, and the same day stroked the winning four. He was in good form this year, and beat McKay, Lee, Hosmer, and Parker in one race, and Teemer, Ten Eyck, Haman, and others in another. With Haman he won the double sculling championship. After rowing several other winning races he beat Teemer for the Sculling Championship of America June 12, 1886, and won the largest stakes he had rowed for—£500. Gaudaur's time was 19 minutes 54 seconds for the three miles with a turn. Haman had often said that no man would ever row such a course under 20 minutes, but a few weeks later Gaudaur lowered his own record by 26 seconds. At this time Beach was in England to take part in the great sculling sweepstakes on

the Thames. Gaudaur determined to challenge Beach, and they met September 13, 1886. This race has often been quoted as the greatest struggle ever seen on the Thames. Beach won, but with the greatest difficulty, and Gaudaur was given credit for the marvellous race he rowed. It was his first race for the championship, and he only just missed gaining the title. Gaudaur returned to America, and won a lot more races; but in 1887 was beaten by Haman and O'Connor. It was by defeating Gaudaur that Haman considered himself good enough to once more tackle Beach. O'Connor died after his return from Australia in 1891, and Gaudaur was more than a match for all the Americans and Canadians. He got faster, too, and reduced the three miles with a turn to 19 minutes 1 second—wonderfully fast, if the distance was quite correct. In 1893 James Stanbury was at Chicago, but although challenges were plentiful no race was arranged, the Australian being then champion. However, at a regatta held at Austin City, Texas, Gaudaur beat Stanbury, Haman, Petersen, Rogers, and others, his time being 19 minutes for the usual distance. He followed this up by winning a number of races in 1894, 1895, and the early part of the season of 1896. His friends were quite convinced that he was now faster than he was at any previous time in his already long career, and they agreed that he should row once more for the championship. Stanbury went to England in 1896, and rowed Richard Harding in July, winning easily. He issued a general challenge to the world, and Gaudaur quietly slipped over to England, caught the champion on the hop, and gave him a severe beating, on September 7. The championship of England and 'Sportsman' Cup, as well as the world's championship, passed to Gaudaur, the stakes being £350 a side. Since then Gaudaur rowed Johnstone at Vancouver, a second-rate sculler, and won the stakes of £500 easily. He then settled down as an hotel-keeper at Rat Portage, and has kept himself fit and in good form by constant practice on Lake of the Woods. It is stated he is as fast and reliable as he ever was, and shows no signs of having passed the prime of life as a first-class athlete, but is as lean, bony, and muscular as ever.

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### THE COAL CONSUMPTION OF SEA-GOING STEAMERS.

In 1872 the coal consumption of sea-going steamers was recorded as 2.11 lb. per unit of power per hour; by 1881 it had been brought down to 1.83 lb.; in 1891, when the triple-expansion engine had come into almost universal use, the rate became 1.52 lb.; and now, a careful analysis made by Mr James McKechnie, the engineering director of the Vickers Company, shows that the average for new ships with the latest equipment is about 1.43 lb. In determining coal consumption, actual performance at sea should be taken rather than trial results; and thus the coal consumption of 1881, instead of being 1.8 lb., should rather be 2 lb., or 2.1 lb., for the mean consumption of twelve steamers built in 1878-80, and fitted with compound engines, on voyages aggregating 340,000 miles, works out to 2.1 lb. per horsepower per hour. Again, the coal consumption of 1891 was given as 1.52 lb., but the sea record of ships built then show a consumption of between 1.75 lb. and 1.8 lb. in runs between Liverpool and Grand Canary, voyages which occupy about a week, and represent over from 1400 to 1700 miles steaming. Thus it may be said that in 1881 the average consumption at sea was 2 lb. per horsepower per hour; in 1891, 1.75 lb.; and now about 1.55 lb. Upon the sea performance the saving to-day is about 3 lb. per horsepower per hour, as compared with ten years ago, and about 4 lb. as compared with twenty years ago; a result, which is the more satisfactory when it is borne in mind that it has been attained without multiplying the working parts of the engine, or so increasing the delicacy of the machinery as to involve a higher skilled labour in its management on shipboard. The increased economy is partly due to the higher steam pressures now in use. In 1891 the average was about double that of 1881, and now the increase is from 160 lb. to 197 lb. per square inch, the average for forty-five ships with triple expansion engines built within the past nine months being 180 lb., and for nine steamers with quadruple-expansion engines 214 lb. As a result of the higher steam pressure and more economical engines, more power is obtained from the boilers per square foot of heating surface; the average per indicated horsepower having in ten years decreased from 3.275 to 3 square feet. At the same time the piston speeds of engines have considerably increased. The average ten years ago, even including warships, has now become the mean rate for the tramp steamer—330 ft. per minute, while many steamers for high speed attain to 580 ft., a few to 850 ft.—Engineering.

A happy idea for a trade mark is the word 'Lemco' coined from the initials of Liebig's Extract of Meat Co. Many inferior meat extracts seek to trade on the Liebig Company's 36 years reputation and they accordingly ask the public to order their extract under the name 'Lemco' in order to ensure obtaining the genuine article.

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Best Value, comparison with Good Workmanship.  
All Watches Guaranteed.  
TRADE MARKS:  
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Watches and Clocks repaired by Competent EUROPEAN EXPERTS.  
**DROZ & CO.,**  
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at cards, etc., there's some sort of a beverage required—and it ought to be a good beverage for the sake of one's personal satisfaction. Each guest will enjoy

### Rainier Beer

—it's something that is distinctly good, and there isn't a drop of harm in a houseful of it. Its flavor makes staunch friends.

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For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

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UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.







## THE ALLEGED ATTEMPTED MURDER.

## Accused before the Court.

The afternoon, before Mr. Kemp, Police Magistrate, Miguel Hilario, Roman (32), musician, residing at No. 43a, Queen's Road East, was charged with wounding a Spanish lady named Maria Montolio de Zarza with intent to murder her.

He pleaded not guilty.

Examined by Chief Detective Inspector Hanson, complainant said she was a married woman. Her husband was a trader at Pongee, Caroline Islands. On 9th October, she was living at No. 1, College Gardens. She was there at 9 a.m. on the date in question and saw the defendant at that time. He was not resident in the house but came there.

Did he come to the house to give you a music lesson?—He used to come before.

Did he come that morning to give a music lesson?—No; I had told him not to come any more.

Had he been giving you music lessons before?—Yes, for three or four months. Where did you first meet him?—At a house.

How long had you discontinued your music lesson?—In the month of August, the lessons were discontinued.

During the time he was giving you lessons, where did he teach you?—I began in the house of a gentleman called Jahura (J), and then, after they went to Manila, I took some singing lessons in my house at College Gardens.

The house of Jahura, your friend, was where you first met the defendant?—Yes, that is where I first met him.

Did you first continue to take lessons after the Jahura's had left?—I took a few lessons.

What did he say when he came on the morning of the 9th?—He said, "Although you told me not to come any more, I have returned to deliver to you the books."

Were you dressed in the clothing headed over to the Police?—Yes.

Mr. Hanson—The clothing she was then wearing a purple dress with a white collar. Witness identified the different articles. They consisted of a pink morning gown, a pair of corsets, a white skirt and one or two other articles.

Mr. Hanson—When you discontinued the lessons you will tell us please the reason?—The first reason was because I had no piano of my own. The second reason was because I was about to leave the Colony and I was preparing my things to leave. A third reason was because everything in Hongkong was too dear and I was saving the money of my lessons.

Did the defendant do anything wrong?—No, he did not do anything but his conversation was rather bad and I did not like his way of talking.

Did you ever suspect him of anything?—Yes. At the last moment I did suspect him of something.

Of what?—I lost a lot of things and I began to suspect the defendant.

Tell us one instance. Tell his Worship what you had lost.—I lost a purse.

What did it contain?—It contained about \$9.50; I am not sure of the amount.

Anything else?—And then I lost a silver box with two Chinese characters on it.

Tell his Worship from whom you purchased that box.—From Miss Russell the landlady of my house.

Tell us something about the bracelet and what the defendant had to do with it.—One day I wanted to take my bracelet to the old smith's shop to have something put on it. He said, "I'll come with you."

After a bit he went himself. I gave the bracelet to the defendant. I do not know to which house he went. He kept it for two months.

One bracelet was it?—Only one.

He did not return it for two months and you pressed him to return it?—Yes. I got it back after a very long time.

The silver belt and the purse you have not recovered?—No, I have not got them back. I lost a letter also with a draft.

You did not lose the letter, it came without the draft?—No, I lost both. The defendant knew of it, because I told him the contents.

How much was the draft for?—A hundred dollars.

His Worship—When was it that you missed the draft and the letter?—On 5th August, your Worship.

What did you report altogether other of what you had lost to the Police?—I lost a small lady's watch.

I asked what you reported?—I did not take any notice of the watch as it was a small thing, but I reported the purse, the belt and the letter and draft.

Is this the watch?—Yes, it is the identical watch.

Did the loss of all these things influence you in any way to discontinue the lessons?—No, I told him before this that I did not want any lessons, yet he persisted in coming.

What did he say when he still continued to come. Tell us what happened?—It is very hard for me to explain. I have told him in a friendly way that I did not want him to come but he took no notice. Some times I let him sit and did not speak to him and he would say, "Why do you treat me like this? Why don't you speak to me?" If I treated him well, he was just the same.

You mean that that he was not a welcome visitor to the house?—I thought he was a visitor and was not to be trusted. All the servants said that he was not wanted. I have told him many times. One day I took a walk, and when I came back, I found him sitting in the house waiting for me. He had his hand on the left side of his head. What did the master Mrs. Maria?

Did he feel angry because you did not want him?—Yes, he was angry and went and told Miss Russell a lot of things against me and that he would have revenge on me. When was that?—I don't remember, but it was the second day of a festival in Hongkong.

Was it long ago?—I am not certain. I think it must have been on the 3rd of September.

His Worship—Can you remember his exact words about taking revenge on you?—He pointed his finger at me and said, "I swear I will revenge you." I then said, "Get away, you are foolish."

Did he say anything else?—He said, "I am not foolish, but be sure you will remember me." He then left me.

Anything else?—No, I let me then and had a conversation with Miss Russell. He sent for Miss Russell.

You knew the man for months, what were your relations with him generally?—The usual relations between friends until he became impudent. He longed to be a gentleman. After I found him not to be like a man but as a child, I ceased these relations.

Did you at any time walk out with him?—Yes. I used sometimes to go out with Portuguese lady friend and the defendant sometimes joined us.

What would you say your relations were on the 9th September?—They were bad. I was on very bad terms with him and I did not want to see him any more. I would prefer that the earth would take me

away than that I should see him again. I was tired of my life with him about me always.

Return to the morning of the 9th.—He said, "I have brought two books I wish to return to you."

What then?—He had the books in his hand. I said, "You will kill me by seeing you always before me. I am just at breakfast and I am very tired."

What was the expression used; was it "Worry me to death?"

The Interpreter—Yes that is what she means.

Mr. Hanson—Did he not say something about going away?—Yes.

What did he say?—I have only come to bring your books and take leave of you. I told him not to take a seat because I knew he would not leave. He said, "No, I would never think of sitting down. I have only come to take leave of you."

Did he say anything about leaving the Colony?—Yes, he said he had come to say good-bye as he was going to Manila.

In which hand did he have the books?—In the right hand.

Did he put down the books?—He threw them down on the table.

Then what did he do?—He said, "Don't you think I am your enemy; on the contrary I come to offer you my services. My house No. 140, odds, in such and such street in Manila, that is at your disposal."

What happened then?—I pardoned him in every respect. I said, "The small things you did to me are all pardoned. God will tell you." I then went into my room and I put my feet into the room, I felt something. I then said, "What is the matter? This man is killing me."

Witness made some gesticulations indicating stabbing.

Continuing, witness said that all the time defendant was stabbing her he was shouting, "Dona Maria, Dona Maria."

(Case proceeding.)

CANTON NOTES.

(From Our Own Correspondent).

SECOND DEGREE EXAMINATIONS.

Canton, October 1.

The fact that the examinations just concluded are the last of their kind gave an immense impetus to their importance. Men who have spent long years of study in the practice of composing essays (Van Chang), and whose previous efforts to obtain degrees have proved in vain, felt that everything depended on this last effort. So many and great have been the disappointments of late as to the hopes for the betterment of China that one hesitates to say anything regarding the future. In spite of this salutary caution there is the strongest reason for believing that at last we are about to see far-reaching changes and reforms introduced into the examinations, both civil and military, that will exercise an entire transformation of the educational system.

The old examination halls have been taxed to their utmost capacity. They contain about thirteen thousand cells, but the candidates for the second degree numbered over sixteen thousand. The extra space had to be provided by the erection of makeshifts.

It is an open secret that the relations between the Literary Chancellor on one side and the Viceroy with the Governor on the other have been rather strained. The immediate cause of the friction was the offer of the Provincial authorities to admit men who had not passed the preparatory examination on payment of \$500. Over seven hundred availed themselves of this easy method of qualification, bringing about \$150,000 to the Treasury. This method so enraged the Literary Chancellor that he permitted over two thousand of the candidates for the intermediate examination who had failed to qualify to come up with the others.

THE QUESTIONS.

The examination is divided into three parts. The first two parts followed strictly the old lines. The last bout had several innovations, and must have ploughed ninety per cent. of the men. One of the questions was a very wide one. It required the candidate to give an account of the rise and fall of the ancient nations of the world. A second was no less difficult: "State the various methods in use among the nations for the punishment of crime, and compare these with those now in force in China."

PASSES.

Out of this vast crowd of candidates only 176 can succeed, for that is the limit; that is a fraction over one per cent. Considerations other than merit will win twenty places, thus taking away from the small chance of success. It is confidently asserted that over 300 men have been peremptory candidates. The high rewards induce men to run the risk, for to be detected means death. As much as \$1000 is paid for an essay, and in the event of its proving a success the sum is increased to \$10,000. Four men are in custody charged with this serious offence.

Theoretically the examinations are models of fairness. In order to avoid all unfairness every one of the myriad essays written during this last fortnight has to be rewritten by writers specially engaged for the purpose. The idea is to prevent the Examiner from recognizing the handwriting and showing partiality. As a matter of practice, unless a man can pay these copyists well, they often take away any chance of success there may be by writing carelessly and omitting sentences. The great strain completely upset quite a number of the candidates, who went raving mad, tearing up their essays. It is to be hoped that a better fate and brighter prospects await these unhappy men. Perhaps the men who fail are the most fortunate, for they will have an opportunity of beginning to study subjects more in accordance with the twentieth century. There is still a great future for the Schoolmaster in China.

## SOUTH AFRICAN NEWS.

## Casualty List.

London, September 15.—The Boer Commandant Theron boldly attacked Heidelberg on the 12th instant, and encountering a heavy fire from the West Yorkshires retired losing six men.

The expenses of the Boer campaign in the Cape in the past and present wars.

September 16.—In the trial of the ex-Public Prosecutor Broekman at Johannesburg a document has been produced which includes letters and from Dr. Kruse with reference to the pro-Boer campaign in England.

Simla, Sept. 16.—The following is a list of the recent South African casualties:—

31st August: missing, probably taken prisoner, Lieut. Drysdale, 1st Royal Scots.

2nd September: wounded slightly, Lieut. T. More, Bechuana Land Rifles.

4th September: wounded slightly, Lieut. Barnett, 1st King's Royal Rifles, employed with the Mounted Infantry.

6th September: wounded severely, Lieut. Burgess, Cape Mounted Rifles; wounded severely through an accident, Lieut. Laue, 14th Hussars; wounded slightly, Major Sykes, 2nd Dragoon Guards, employed with the Imperial Yeomanry; wounded dangerously, (finger died) Lieut. G. R. Skirving, Imperial Yeomanry.

8th September: wounded slightly, Lieut. Delafontaine, 2nd East Surreys; wounded slightly by an accident, Second Lieut. Cunningham, 2nd North Staffords.

7th September: wounded dangerously, Lieut. Mathews, 1st Durham Light Infantry.

8th September: died of his wounds, Second Lieut. Williams, 2nd Somerset Light Infantry; wounded slightly, Captain E. Deslin, Intelligence Department.

9th September: accidental fracture of the clavicle, Captain W. N. Theuns, Imperial Yeomanry.

10th September: killed, Lieut. J. T. Hooper, Imperial Yeomanry; wounded slightly, Lieut. Tyler, Marshall's Horse.

September 17.—Lord Kitchener wires that during the past week 47 Boers have been killed, seven wounded, 371 Boer prisoners and 134 surrenders, and numerous wagons, etc., were captured.

The Boers attacked Belfast throughout Sunday night and were easily repulsed. A woman and two children in the refugee camp were wounded.

September 18.—Lieutenant Dugdale of the 5th Lancers has been awarded the Victoria Cross for bravery in South Africa.

## THE SOUTH AFRICAN COMPENSATION COMMISSION.

Anyone who has followed with any care the proceedings before the South African Compensation Commission, may be forgiven a suspicion that the humorous and monstrous claims put forward by some of the agents of the Powers on behalf of claimants for their intervention conceal a sinister object. The idea suggested to one's mind is that each Government has connived at—if it has not directly instigated—the presentation of extravagant claims to the Commission in order to establish a basis for serious diplomatic action later on.

It is not consistent with the dignity of any Government to make such a claim, to say nothing of the fact that the claims are so monstrous that they are almost impossible to believe.

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## LATE TELEGRAMS.

## The Royal Tour.

London, September 17.—The Duke and Duchess of Cornwall drove in the streets of Quebec yesterday. In speeches made by the Duke he testified to the tenacity of the Canadians at Pardeburg, and to the service the Catholic Church has rendered to the Empire as evidenced by the attitude of the French-Canadians in the past and present wars.

September 17.—The Duke of Cornwall reviewed 4,500 troops on the Plains of Abraham at Quebec. All the military regiments were present, and the programme at Montreal on Tuesday.

Obituary.

Alahabad, September 14.—Sir K. S. Shekhar, K.C. died at late Dehra Doon, Mysore, died in Bangalore on Friday morning.

A Son to the Khediv.

London, September 13.—The Khediv has been confirmed as a son at Constantinople. September 16.—The confinement of the Khediv at Constantinople, that was announced on the 12th, is now stated to be incorrect. The event is not expected for five months.

A Zanzibar Loan.

London, September 16.—Tenders are invited for a guaranteed 3 per cent. Zanzibar loan of one hundred thousand pounds secured by the Sultan's authority.

The American Strike.

London, September 15.—The American strike has been settled on the employers' terms.

The Kashmir Residency.

Alahabad, September 14.—Mr. Louis Dene, who has succeeded Colonel Dene as Resident in Kashmir, will arrive in India next month.

The N. W. Frontier.

Simla, September 14.—A party of office clerks proceeding on leave from Zulu to the Punjab were attacked by Mahad Waziris last Wednesday near the border of the Shorani country. Ahmed Baksh, Mohit, of the office of the Political Agent, was killed. The others escaped, but all their property was looted.

Alahabad, September 13.—Pending a reply from the Secretary of State to the despatch of the Government of India regarding the North West Frontier Province, which reached the India Office on August 5, no further action is being worked out with the different departments. The necessary regulations are being drafted, officers selected, etc., and everything should be ready for a start in November.

No further development has occurred in the Duray valley in connection with the execution of the dogs by Afghan troops. It is unlikely the Amir's officials will attempt any interference with such tribesmen as are encamped well within the British border.

Advantage will probably be taken of General Egey's visit to Simla to work out the plan of campaign against the Mahabads. Though it is unlikely any formal punitive expedition will be undertaken it seems quite feasible to continue the blockade and to adopt retaliatory measures without employing any organised field force against the tribesmen.

Fighting in West Africa.

London, September 14.—The expedition under Colonel Morland against the Yola headquarters of the Emir of Adamawa has stormed the place and carried it after a desperate defence and street fighting. The Emir fled having lost heavily and his brother has been installed. Our casualties were 41. Colonel Morland was slightly wounded.

Morocco Affairs.

The Sultan of Morocco having failed to procure the release of a Spanish boy and girl abducted by the Kabyles, Spain, after consulting the Powers, is preparing to chastise the Kabyles.

Murder.

Alahabad, September 17.—Private George Drummond, 1st Royal Scots Fusiliers, Alahabad, was tried in the Alahabad High Court, before Mr. Justice Knox and a jury yesterday, on a charge of murder. He shot Lance Corporal Devine, of the same regiment, through the head on the night of the 1st August. The jury found Drummond guilty, and recommended to mercy. Mr. Justice Knox pronounced sentence of death. Before the trial began Mr. Justice Knox addressed the assembled jurors on the responsibilities of their office.

Cricket in India.

Pooné, September 14.—Yesterday the men of Kanja and Capasola hit up 24 and 36 respectively, and the Parsi innings closed for 203.

Douglas made an extremely poor second innings and were not separated until 157 was reached. Douglas scored 91. The second wicket fell at 210. Sale made 93, Wood 26, Weatherly 27, Bignell 18, Extras 32.

At 5 p.m. rain prevented further play. The total run stood at 308 for nine wickets.

Pooné, September 15.—Yesterday's not out John and Milman added nothing, the former being smartly stamped by Kanja. The Presidency total closed for 308, which is not much considering that with the loss of one wicket 210 was signalled.

The Parsi made an extremely poor second innings and were not separated until 157 was reached. Douglas scored 91. The second wicket fell at 210. Sale made 93, Wood 26, Weatherly 27, Bignell 18, Extras 32.

At 5 p.m. rain prevented further play. The total run stood at 308 for nine wickets.

The East India Association has written to Mr. Chamberlain that unless an honourable position is assured to Indian traders in the new Colonies it will be the duty of the Indian Government to advise India to avoid South Africa and prohibit the emigration of indentured coolies.

Army News.

Simla, September 13.—The following are the Native regiments which affect Burma, the British regiments cannot be decided pending developments in South Africa: The 1st Buffs, 2nd Buffs, 3rd Buffs, 4th Buffs, 5th Buffs, 6th Buffs, 7th Buffs, 8th Buffs, 9th Buffs, 10th Buffs, 11th Buffs, 12th Buffs, 13th Buffs, 14th Buffs, 15th Buffs, 16th Buffs, 17th Buffs, 18th Buffs, 19th Buffs, 20th Buffs, 21st Buffs, 22nd Buffs, 23rd Buffs, 24th Buffs, 25th Buffs, 26th Buffs, 27th Buffs, 28th Buffs, 29th Buffs, 30th Buffs, 31st Buffs, 32nd Buffs, 33rd Buffs, 34th Buffs, 35th Buffs, 36th Buffs, 37th Buffs, 38th Buffs, 39th Buffs, 40th Buffs, 41st Buffs, 42nd Buffs, 43rd Buffs, 44th Buffs, 45th Buffs, 46th Buffs, 47th Buffs, 48th Buffs, 49th Buffs, 50th Buffs, 51st Buffs, 52nd Buffs, 53rd Buffs, 54th Buffs, 55th Buffs, 56th Buffs, 57th Buffs, 58th Buffs, 59th Buffs, 60th Buffs, 61st Buffs, 62nd Buffs, 63rd Buffs, 64th Buffs, 65th Buffs, 66th Buffs, 67th Buffs, 68th Buffs, 69th Buffs, 70th Buffs, 71st Buffs, 72nd Buffs, 73rd Buffs, 74th Buffs, 75th Buffs, 76th Buffs, 77th Buffs, 78th Buffs, 79th Buffs, 80th Buffs, 81st Buffs, 82nd Buffs, 83rd Buffs, 84th Buffs, 85th Buffs, 86th Buffs, 87th Buffs, 88th Buffs, 89th Buffs, 90th Buffs, 91st Buffs, 92nd Buffs, 93rd Buffs, 94th Buffs, 95th Buffs, 96th Buffs, 97th Buffs, 98th Buffs, 99th Buffs, 100th Buffs.

The Royal Indian Marine's steamer Canning will be employed in carrying out the following relief:—Leave, Coonah on the 23rd Madras Infantry on the 4th November for Port Blair and Rangoon; leave Rangoon on the 15th Madras Infantry on the 15th November, arrive at Fale Point on the 18th, disembark one wing of the 7th Madras Infantry and pick-up one wing of the 26th Madras Infantry; leave Fale

Point on the 18th November and arrive at Vizagapatam on the 20th, disembark the remaining wing of the 7th Madras Infantry and pick-up the other wing of the 26th Madras Infantry and return with the 9th Madras Infantry.

Major J. G. Turner, is gazetted sub pro tem Inspector-General, Imperial Service Troops.

Simla, September 16.—Quetta Cantonment is to be enlarged to accommodate the British Mountain Battery which is being withdrawn from Burma.

The Addaria operations are not to reckon as field service, but field service concessions and privileges are sanctioned to the members of the force.

Alahabad, September 17.—The Lieutenant-General of the various commands will be left to arrange their own district concentrations for cold weather camps of exercise. Advantage will be taken to use regiments moving in relief so as to get together as many troops as possible for manoeuvres at certain centres.

Major-General Tylor, Inspector General of Artillery, and Captain Knapp, who have been on special duty at the War Office in connection with artillery reorganisation, returned to India by the last mail and resumed their appointments at Army headquarters.

Captain A. E. Milner, R. A. M. C., succeeded Captain T. W. Gibbard as Personal Assistant to the P. M. O., Madras Command.

London, September 17.—It is stated that it has been decided that the H. use Artillery proceeding to India shall be re-armed with the light wire gun pending the adoption of an altogether new gun.

The War Office has decided to attach Volunteer Officers to the Headquarters Staff.

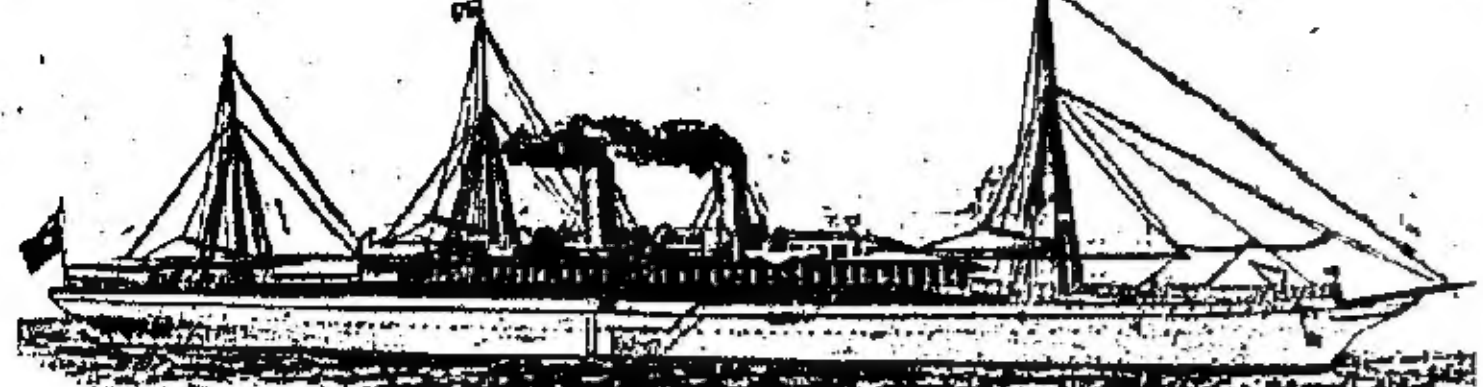
Alahabad, September 18.—The Pioneer hopes from a trustworthy source at Home that the net result of Mr. Brodick's Committee on the Royal Army Medical Corps will be an increase of the cadre by about 100, of which one-third will be added to the strength of the R. A. M. C. in India.

Simla, September 18.—The machine guns which are being supplied from home for use in India include four for the Rawalpindi and Aitwad defences and ten for the Bombay defences; also eight as reserve for the 153 Maxim guns allotted to units in the Field Army.

Point on the 18th November and arrive at Vizagapatam on the 20th, disembark the remaining wing of the 7th Madras Infantry and pick-up the other wing of the 26th Madras Infantry and return with the 9th Madras Infantry.



## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Callings: SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)  
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Saving 3 to 7 Days across the Pacific.

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(Subject to Alteration.)

EMPEROR OF CHINA... 23rd Oct. 1901  
EMPEROR OF INDIA... 24th Oct. 1901  
EMPEROR OF JAPAN... 25th Oct. 1901

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Passengers booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## Special Extra Service.

The Company's Extra Steamships "ATHLETIC" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, at additional sailings.

In addition to the excellent First Cabin Passenger accommodation, the "ATHLETIC" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steuering. The "TARTAR" takes First Class and Steuering Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, October 1, 1901.

D. E. BROWN, General Agent,  
PRINCE STREET.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW-YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHEASTAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers.                          | Sailing Dates.            |
|------------------------------------|---------------------------|
| PREUSSEN (HAMBURG-AMERIKA LINIE)   | THURSDAY, 3rd October.    |
| SACHSEN                            | WEDNESDAY, 10th October.  |
| KIAUTSCHOU (HAMBURG-AMERIKA LINIE) | WEDNESDAY, 30th October.  |
| DAYERN                             | WEDNESDAY, 14th November. |
| STUTTGART                          | WEDNESDAY, 27th November. |
| KONIG ALBERT                       | WEDNESDAY, 11th December. |
| PRINZESS HELENE                    | WEDNESDAY, 24th December. |
| PRINZ ALBRECHT                     | WEDNESDAY, 8th Jan. 1902. |
| PREUSSEN                           | WEDNESDAY, 22nd January.  |
| HAMBURG (HAMBURG-AMERIKA LINIE)    | WEDNESDAY, 5th February.  |
| SACHSEN                            | WEDNESDAY, 19th February. |

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship PREUSSEN, of the Norddeutscher Lloyd, Captain E. PREUSS, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 1st October, Cargo and Specie will be received on board until 5 p.m. on WEDNESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

CHINA NAVIGATION CO.,  
LIMITED.

| FOR             | STEAMERS. | TO SAIL       |
|-----------------|-----------|---------------|
| AMOI AND MANILA | SHANGHAI  | 3rd October.  |
| SHANGHAI        | WONGKONG  | 4th October.  |
| HAUO AND CHIU   | KATONG    | 5th October.  |
| MANILA          | CHANGHAI  | 12th October. |

PORT DARWIN, THURSDAY ISLAND, COOK TOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, October 1, 1901.

AGENTS.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Arctia, Capt. SACHS, 5th October, Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Koenigsberg, Capt. CHRISTIANSEN, 19th October, Freight and Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Bamberg, Capt. ZERBONEN, 2nd November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Segora, Capt. FORCK, 16th November, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Marburg, Capt. ZACHARIAE, 30th November, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE

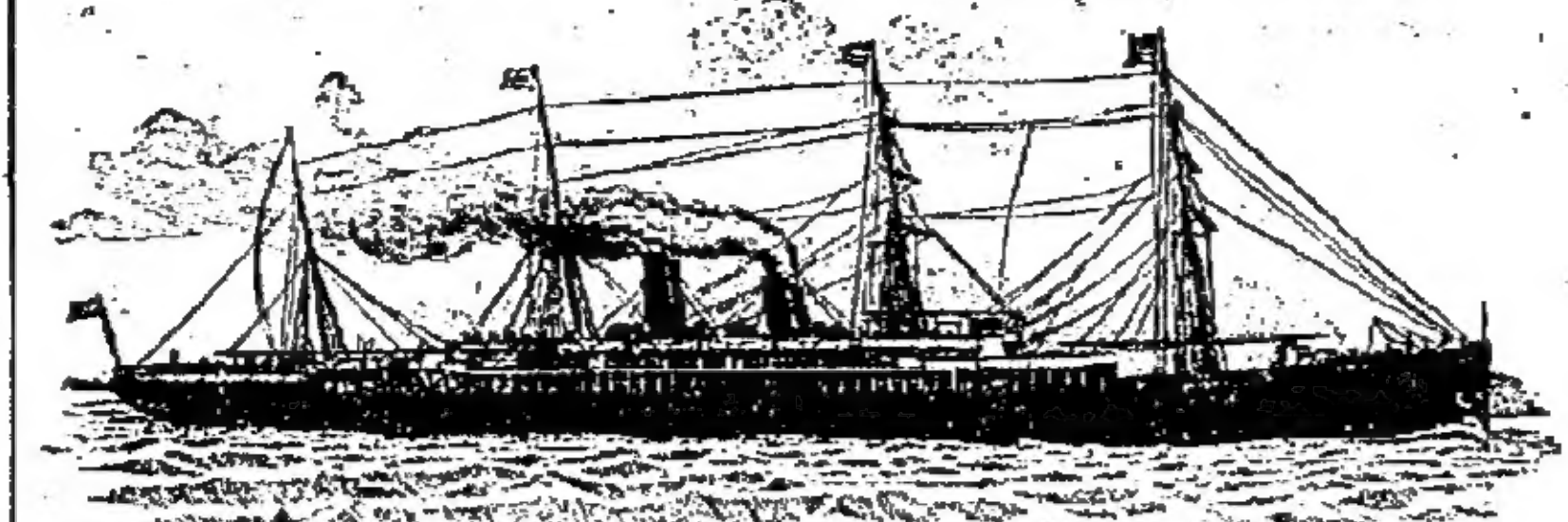
Queen's Buildings, No. 1.

## Shipping.

## U. S. MAIL LINES.

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OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



## PROPOSED SAILINGS FROM HONGKONG.

ALGOA \* ... On or about 5th October.

CHINA ... SATURDAY, 19th Oct., at Noon.

DORIC ... TUESDAY, 29th Oct., at Noon.

PERU ... TUESDAY, 12th Nov., at Noon.

\* For SAN FRANCISCO, via MOI, KOBE AND YOKOHAMA.

THE Company's Steamship ALGOA will be despatched for SAN FRANCISCO, via MOI, KOBE AND YOKOHAMA, on or about 5th October, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States of Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, October 2, 1901. GEO. ECKLEY, Acting Agent.

## NORTHERN PACIFIC STEAMSHIP CO.

Proposed Sailings from Hongkong.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer. Tons. Captain. Proposed Sailing.

Queen Adelaide 2822 F. McNair October 8

Victoria 3592 J. Panten October 15

Bowman 3001 W. Watt November 12

Albatross 3760 W. Frakes November 26

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.  
Excellent accommodation. First class Table. Doctor and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW-YORK, £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DRYA and St. MICHAEL.

Rates of Passage to other points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, October 1, 1901.

## OCEAN STEAMSHIP COMPANY

OUTWARDS.

GLASGOW AND LIVERPOOL ... 10th October.

GLASGOW AND LIVERPOOL ... 15th October.

GLASGOW AND LIVERPOOL ... 18th October.

GLASGOW AND LIVERPOOL ... 22nd October.

FOR

LONDON ... 2nd October.

LONDON ... 15th October.

LIVERPOOL DIRECT ... 15th October.

(Taking Cargo at London Rates) ... 15th October.

LONDON ... 29th October.

LIVERPOOL DIRECT ... 12th November.

(Taking Cargo at London Rates) ... 15th November.

LONDON ... 26th November.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents, O. S. S. Co.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

SANUKI MARU, W. TOWNSEND, FRIDAY, 4th Oct., at Daylight.

YAMAGUCHI MARU, S. YOSHIZAWA, TUESDAY, 8th Oct., at Noon.

SHINANO MARU, G. E. P. COOK, FRIDAY, 11th Oct., at Daylight.

KAGOSHIMA MARU, K. KORI, FRIDAY, 11th Oct., at Noon.

HAKATA MARU, P. L. SOMMER, FRIDAY, 18th Oct., at Daylight.

KASUGA MARU, H. FRASER, FRIDAY, 18th Oct., at Noon.

KINSHU MARU, P. L. PINE, SATURDAY, 19th Oct., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY AND ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Clatter Road.

A. S. Mihara, Manager.

Hongkong, September 28, 1901.

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR SHANGHAI AND KOBE ... T. H. HIDE, R.N.R. ... About 4th Oct.

FOR SINGAPORE AND BOMBAY ... B. H. W. SNOW ... About 5th Oct.

FOR SHANGHAI AND KOBE ... W. W. COOKE, R.N.R. ... About 7th Oct.

FOR SHANGHAI AND KOBE ... F. W. VINCENT, R.N.R. ... About 12th Oct.

FOR SHANGHAI AND KOBE ... J. C. CLEWELL, R.N.R. ... Noon, 12th Oct.

## PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LONDON ... 22nd March.

DO NOT Direct without Transshipment ... 12th April.

\* See Special Advertisement.

† For Freight only.

‡ Calling at PENANG and COLOMBO if sufficient inducement offers.

For Freight or Passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 30, 1901.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER- RANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX: PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 7th October, at 1 p.m., the Company's Steamship NATAL, Captain Bours, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Bombay.

This Steamer connects at COLOMBO with the S. S. Pacific which, vessel takes on her Passengers and Mails, leaving that Port on the 19th Oct., direct to SUZ, PORT SAID & MARSEILLES.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal Ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th Oct. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.

Hongkong, September 23, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) ... Saturday, Oct. 12, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) ... Tuesday, Nov. 5, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) ... Thursday, Nov. 28, at Noon.

THE Twin-Screw S. S. HONGKONG MARU will leave for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 12th October, at Noon, 1901, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States of Canada.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination, the choice of direct lines.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, September 30, 1901.

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK.

THE Steamship ADANA, Capt. A. SMITH, will be despatched for the above Port on 10th November.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, September 24, 1901.

## PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION CO., operating the New First-Class Steamships INDRAPURA, INDRAPURA KNIGHT, COMPANION, between HONGKONG and PORTLAND, ORE.; calling at SHANGHAI, NAGASAKI, MOI, KOBE and YOKOHAMA.







### Vessels Advertised as Loading.

[illegible]

|                      |                         |                         |
|----------------------|-------------------------|-------------------------|
| Sungking (s)         | Butterfield & Swire     | Oct. 4                  |
| Chingtu (s)          | Butterfield & Swire     | Oct. 12                 |
| Kachina Maru (s)     | Nippon Yusen Kaisha     | Oct. 11, daylight       |
| Pressens (s)         | Norddeutscher Lloyd     | Oct. 3                  |
| Arabia (s)           | Hamburg-Amerika Linie   | October 5               |
| Kooningsberg (s)     | Hamburg-Amerika Linie   | Oct. 19                 |
| Kailong (s)          | Butterfield & Swire     | Oct. 3                  |
| Shianan Maru (s)     | Nippon Yusen Kaisha     | Oct. 11, daylight       |
| Palawan (s)          | P. & O. S. N. Co.       | Oct. 12, at noon        |
| Formosa (s)          | P. & O. S. N. Co.       | Oct. 5, at Noon         |
| Pyrrhus (s)          | Butterfield & Swire     | Oct. 19                 |
| Calacha (s)          | Butterfield & Swire     | Oct. 29                 |
| Nestor (s)           | Butterfield & Swire     | Nov. 12                 |
| Palawan (s)          | Butterfield & Swire     | Nov. 26                 |
| Ulysses (s)          | Butterfield & Swire     | Oct. 15                 |
| Dardanos (s)         | Butterfield & Swire     | Nov. 16                 |
| Loongsang (s)        | Jardine, Matheson & Co. | Oct. 4, at 3.30 p.m.    |
| Emorofala (s)        | Shewan, Tomes & Co.     | Oct. 15, at noon        |
| Chuniki Maru (s)     | Nippon Yusen Kaisha     | Oct. 4, daylight        |
| Hakata Maru (s)      | Nippon Yusen Kaisha     | Oct. 18, daylight       |
| Yangtze Maru (s)     | Nippon Yusen Kaisha     | Oct. 8, at noon         |
| Kasuga Maru (s)      | Nippon Yusen Kaisha     | Oct. 18, at noon        |
| Manuel Lligano       | Shewan, Tomes & Co.     | About Oct. 25           |
| Setsuna (s)          | DeWolff & Co., Limited  | Oct. 23                 |
| Shawan, James & Co.  | Shawan, James & Co.     | Nov. 17                 |
| Shawan, James & Co.  | Shawan, James & Co.     | Dec. 15                 |
| Wosung (s)           | Butterfield & Swire     | Oct. 4                  |
| Indrapura (s)        | Allan Cameron           | Oct. 14                 |
| Algoe (s)            | Pacific Mail S. S. Co.  | Oct. 5, at noon         |
| Hankong Maru (s)     | Toyo Kisen Kaisha       | Oct. 12, at noon        |
| Strathgyle (s)       | Butterfield & Swire     | About Oct. 30           |
| Nippon Maru (s)      | Toyo Kisen Kaisha       | Nov. 5, at noon         |
| America Maru (s)     | Toyo Kisen Kaisha       | Nov. 28, at noon        |
| Suotra (s)           | P. & O. S. N. Co.       | Oct. 4, daylight        |
| Kyusong (s)          | Simmons & Co.           | About Oct. 5, at 5 p.m. |
| Chinche (s)          | Messageries Maritimes   | Oct. 6                  |
| Uta Kusang (s)       | Jardine, Matheson & Co. | Oct. 5, at noon         |
| Trieste (s)          | Samlar, Wilder & Co.    | Oct. 17                 |
| Tienstin (s)         | P. & O. S. N. Co.       | About Oct. 5            |
| Haiching (s)         | Douglas Lapsack & Co.   | Oct. 3, daylight        |
| Alela (s)            | Shewan, James & Co.     | About Oct. 19, at noon  |
| Dajin Maru (s)       | Mitsui Bussan Kaisha    | Oct. 6                  |
| Empress of China (s) | Canadian Pacific S. Co. | Oct. 23                 |
| Queen Adelaide (s)   | Dodwell & Co., Limited  | Oct. 8                  |
| Victoria (s)         | Dodwell & Co., Ltd.     | Oct. 16                 |
| Kinshui Maru (s)     | Nippon Yusen Kaisha     | Oct. 19, at 4 p.m.      |

OCTOBER 2, 1901.

|                     |         |   |     |     |        |         |
|---------------------|---------|---|-----|-----|--------|---------|
| Ordinary            | 193,870 | £ | 2   | 1   | 23,870 | buyers  |
| deferred            | 1,200   | £ | 1   | 2   | 1,200  | buyers  |
| China, Limited      | 10,970  | £ | 10  | 2   | 8,928  | buyers  |
|                     | 20,555  | £ | 10  | 2   | 8,928  | buyers  |
| Founders share      | 710     | £ | 1   | 2   | 1,816  | sellers |
| INSURANCES.         |         |   |     |     |        |         |
| Office Co., Ltd.    | 10,000  | £ | 250 | 8   | 1,876  | buyers  |
| Insurance Co., Ltd. | 24,000  | £ | 83  | 10  | 3,505  | sellers |
| Insurance Co., Ltd. | 10,000  | £ | 100 | 25  | 1,190  | buyers  |
| Co., Ltd.           | 30,000  | £ | 100 | 25  | nom.   |         |
| Society             | 10,000  | £ | 250 | 8   | 3,342  | sellers |
| Association, Ltd.   | 8,000   | £ | 100 | 8   | 1,120  | buyers  |
| INSURANCES.         |         |   |     |     |        |         |
| Insurance Co., Ltd. | 20,000  | £ | 100 | 20  | 883    | sellers |
| Insurance Co., Ltd. | 8,000   | £ | 250 | 50  | 8,342  | sellers |
| INSURANCES, ETC.    |         |   |     |     |        |         |
| Co., Ltd.           | 50,000  | £ | 50  | all | 2,232  | buyers  |
| Co., Limited.       | 6,000   | £ | 23  | 25  | 555    | sellers |
| Co., Ltd.           | 6,000   | £ | 64  | 8   | 826    |         |
| Co., Ltd.           | 55,700  | £ | 110 | 10  | 2,435  | buyers  |
| INSURANCES, ETC.    |         |   |     |     |        |         |
| S. S. Co., Limited  | 6,000   | £ | 50  | 50  | 808    | sellers |
| Co., Ltd.           | 14,000  | £ | 50  | 50  | 845    | buyers  |
| Co., Limited        | 20,000  | £ | 50  | all | 845    | buyers  |

October 1st.—AT 4 P.M.

**Hongkong Tides.**  
The Tide Tables given below have been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Victoria Harbour at Kowloon, Hongkong, from the 1st of Baseline at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water during spring tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the 1st of August at the Victoria Naval Yard add 5 7/8 in., and on the gauge at Lampong Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

2nd to 24th October

The zero of the tide in Low Water Ordinary Spring Tides, which has been found to be 2 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

— 2nd ed. Pub. October

MAILS will close:—  
For SWATOW, &c.

|                      |         |      |       |      |        |                  |
|----------------------|---------|------|-------|------|--------|------------------|
| ited and Storage     | 2,600   | \$   | 100   | \$   | 37 1/2 | Non-             |
| ited                 |         |      |       |      |        |                  |
| Angkok Wharf Co.     | 15,100  | Tls. | 100   | Tls. | 100    | Tls. 295, buyers |
| IN BUILDING.         |         |      |       |      |        |                  |
| Investment           | 50,000  | \$   | 100   | 100  |        | \$190, buyers    |
| Investment Co., Ltd. | 28,000  | Tls. | 50    | Tls. | 50     | Tls. 100, buyers |
| and Building Com.    | 6,000   | \$   | 5     | \$   | 30     | \$31             |
| Building Co., Ltd.   | 3,000   | Tls. | 25    | Tls. | 25     | Tls. 20          |
| ate & Finance Co.    | 10,000  | \$   | 10    | all  |        | \$13             |
| ding Co., Limited    | 12,500  | \$   | 50    | \$   | 50     | \$55, buyers     |
| INWARDS.             |         |      |       |      |        |                  |
| Transways Co., Ltd.  | 1,250   | \$   | 100   | all  |        | \$975, buyers    |
| IN WING.             |         |      |       |      |        |                  |
| Trading Co., Ltd.    | 60,000  | \$   | 5     | all  |        | \$5, buyers      |
| Trading Co., Ltd.    | 60,000  | \$   | 9     | all  |        | \$5, sellers     |
| reference shares.    | 30,000  | \$   | 1     | all  |        | \$1.25           |
| des Charbon          | 18,000  | Fcs. | 250   | all  |        | \$325            |
| tin.                 |         |      |       |      |        |                  |
| imited.              | 400,000 | 25   | cents | 25   | cts.   | 4 cents          |
| ining Co., Ltd.      | 200,000 | \$   | 1     | 18   |        | \$13, buyers     |
| ines, Ltd.           | 15,000  | \$   | 5     | \$   | 5      | Non.             |
|                      | 845,000 | \$   | 5     | \$   | 4      |                  |
| IN, ETC.             |         |      |       |      |        |                  |
| Company, Ltd.        | 12,000  | \$   | 50    | all  |        | \$127, buyers    |
| Manila               | 7,000   | \$   | 50    | \$   | 50     | \$50             |
| ated Ltd. (Tinatin)  | 2,000   | Tls. | 50    | Tls. | 50     | Tls. 115         |
| INSEARIES.           |         |      |       |      |        |                  |
| Co., Limited         | 60,000  | \$   | 10    | all  |        | \$154, buyers    |
|                      | 10,000  | \$   | 10    | \$   | 10     | \$10, sellers    |
| INIZING.             |         |      |       |      |        |                  |
| Gas Co., Limited     | 7,000   | £    | 10    | all  |        | \$140, buyers    |
| Company, Ltd.        | 8,000   | Tls. | 50    | Tls. | 50     | Tls. 112         |
| Co., Limited         | 30,000  | \$   | 10    | \$   | 10     | \$123, buyers    |
| Co., Limited         | 30,000  | \$   | 10    | \$   | 5      | \$40             |
| IN CEMENT.           |         |      |       |      |        |                  |
| ment Co., Ltd.       | 50,000  | \$   | 10    | \$   | 10     | \$214, sellers   |

For MANILA,—  
Per *Loongsang*, at 3.30 p.m., on Satur-

|                           |        |     |     |                     |
|---------------------------|--------|-----|-----|---------------------|
| ... Co., Ltd., London     | 20,000 | 50  | 50  | \$60, Ncm.          |
| ... Eastern Agency        | 10,000 | 2   | 15  | \$110               |
| ... Oriental Agency       | 10,000 | 5   | 10  | \$10, sellers       |
| ... ry Company, Ltd.      | 10,000 | 10  | 5   | \$10                |
| ... Co., Ltd.             | 7,000  | 10  | 5   | \$80, buyers        |
| ... Farin Co.             | 10,000 | 75  | all | \$80, buyers        |
| ... Company, Limited      | 5,000  | 25  | all | \$120, buyers       |
| ... works Co., Ltd.       | 7,200  | 2   | 20  | \$10, S. & S. sales |
| ... Company, Ltd.         | 20,000 | 50  | all | \$1                 |
| ... Manufactory Co., Ltd. | 10,000 | 100 | 100 | \$172               |
| ... Spinning Co.          | 12,500 | 100 | 100 | \$115, buyers       |
| ... spinning and Weav-    | 12,500 | 100 | 100 | \$115, buyers       |
| ... Cotton Manufactur-    | 10,000 | 100 | 100 | \$15, buyers        |
| ... Cotton Spinning       | 8,000  | 100 | 100 | \$12, buyers        |
| ... Co., Ltd., spinning   |        |     |     | \$22                |

The German Contract Packet, *Preussen*, will be despatched on THURSDAY,

|   |              |  |            |                                    |
|---|--------------|--|------------|------------------------------------|
| Spinning Co., Ltd.  | 2,000        | Tls. 690                                     | Tls. 110   | Tls. 26                            |
| Spinning Co., Ltd.  | 7,500        | Tls. 1,000                                   | Tls. 150   | Tls. 11                            |
| 1st Loan Mortgage)  | 50,000       | \$   | 20         | \$ 10, 89 $\frac{1}{2}$ sellers    |
|   | 7,500        | \$   | 20         | \$ 15, 83 $\frac{1}{2}$            |
| ing Co., Ltd.   | 20,000       | \$   | 20         | \$ 20, 119 $\frac{1}{2}$ buyers    |
| Co. Ltd.  | 3,200        | \$   | 50         | \$ 50, 950                         |
| COMPANIES   |              |  |            |                                    |
| Trust Co., Ltd.   | 20,000       | \$   | 50         | \$ 50, Num.                        |
|   | 200          | \$   | 500        | \$ 500, 1100 $\frac{1}{2}$ sellers |
| & Co. Limited   | 1,200        | \$   | 19         | all 820                            |
| Co. Limited   |              |  |            | 1100; Num.                         |
| Amount.   | Value.       | Interest.                                    | Quotation. |                                    |
| 11 1886   | Tls. 707,500 | Tls. 2507 $\frac{1}{2}$ p. annum 10 p. prem. |            |                                    |
| VERNON and SMYTH, Share-brokers.                              |              |  |            |                                    |
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